areas excluding Delhi UT. Further, out of 61 specific projects relating to residential, industrial, commercial and infrastructural development in the satellite towns within NCR taken up with the financial assistance of the Board, 37 schemes have already been completed. Financial assistance for development of certain counter-magnet areas outside NCR has also been provided as per regional plan priorities. The total expenditure incurred on these various projects up to 31-3-92 amounts to Rs. 170.93 crores.

(c) Keeping in view the time-frame of 2001 A.D. prescribed for achieving the objectives of the NCR plan, the Board had approved an investment programme for a total outlay of Rs. 2840 crores in the 8th plan period of which Rs. 1327 crores will be in the central sector and the balance of Rs. 1513 crores in the State sector. This is subject to mobilisation of adequate resources by all agencies. Besides monitoring the implementation of the Central Sector component by the various central Ministries, the Board proposes to utilise Rs. 200 crore of special budgetary support being provided by Government of India so as to raise the additional funds required for meeting the entire State sector component during the VIII Plan period. An overall strategy has also been drawn up for promoting the accelerated growth of the satellite settlement areas in NCR as per the priorities laid down in Regional Plan 2001.

Transport Scenario in Delhi

932. SHRI P. UPENDRA : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether the transport scenario in Delhi is taking a bad turn due to growing congestion on the roads;

(b) whether a Mass Transport System has been suggested as a solution to this grave problem; and

(c) if so, what action has been taken by Government to implement the Mass Transport System ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI M. ARUNACHALAM) : (a) to (c) It is a fact that there is a rapid increase in the traffic on Delhi roads. To meet this situation Delhi Administration got a techno-economic transport study conducted by M/s. Rail India Technical & Economic Services Ltd. (RITES). Specific corridors have been identified in the report and introduction of a multi-modal rapid transport system has been recommended.

2. The project involves a total investment of 7500 crores (1992-93 prices). At present budgetary support is not available. Possibilities of external assistance are being explored.

अतिक्रमण हटाओ अभियान

933. **श्री सत्य प्रकाश मालवीय** : क्या **शहरी विकास** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार द्वारा समूची दिल्ली में अतिक्रमण हटाओ अभियान पूरे जोरों से चलाया जा रहा है;

(ख) इस अभियान में सरकार को कितनी सफलता मिली है;

(ग) अतिक्रमण हटाओ अभियान के किस जा रहे अनधिकृत निर्माण के लिए न्यायालय द्वारा स्थगन आदेश देने को रोकने हेतु सरकार क्या कार्रवाई कर रही है;

(घ) न्यायालय द्वारा ऐसे आदेश देने के कारण क्या है; और

(ङ) अतिक्रमण हटाओ अभियान के किस सीमा तक सफल होने की सम्भावना है और ऐसी स्थिति में इस अभियान को जारी रखने का औचित्य क्या होगा ?

शहरी विकास मंत्रालय में राज्य मंत्री (श्री एम. अरुणाचलम) : (क), (ख) और (ङ) अतिक्रमण/अनधिकृत निर्माण को हटाना एक सतत् प्रक्रिया है। दिल्ली नगर निगम, नई दिल्ली नगर पालिका और दिल्ली विकास प्राधिकरण द्वारा संगत अधिनियमों के प्रावधानों के अंतर्गत पुलिस की सहायता

से समय-समय पर ऐसे अतिक्रमणों/संरचनाओं को हटाने की कार्यवाई की जाती है। नई दिल्ली नगर पालिका ने सूचित किया है कि उसने अनधिकृत अतिक्रमणों के विरुद्ध एक विशेष अभियान चलाया था और उसने सरोजनी नगर, चेम्सफोर्ड रोड, कनाट प्लैस, जनपथ, रीगल और केन्द्रीय सचिवालय पर चर्च रोड से सारे अनधिकृत निर्माणों को हटा दिया है। दिल्ली विकास प्राधिकरण ने बड़े पैमाने पर अतिक्रमणों को हटाया है और कई स्थानों पर कीमती सम्पत्ति प्राप्त की है।

(ग) और (घ) स्थानीय अभिकरणों ने अपना-अपना प्रतिनिधित्व करने के लिए सभी न्यायालयों में वकीलों का पैनेल बनाया है। दिल्ली विकास प्राधिकरण ने सूचित किया है कि दिल्ली विकास प्राधिकरण की सुनवाई के बिना स्थगन आदेश की अनुमति न मिले, को सुनिश्चित करने के लिए उसने अपने पैनेल वकीलों को निदेश दिए हैं तथापि कुछ मामलों में न्यायालयों ने उनके स्व-विवेक से स्थगन आदेश प्रदान किए हैं।

Revision in the Rent of Type-VIII Bungalows occupied by M.P's.

934. SHRI P. UPENDRA : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether Government have revised the rent for Type-VIII bungalows occupied by Members of Parliament;

(b) if so, what is the number of such bungalows for which rents have been revised;

(c) whether Uniform rates of rent are collected from all the Members of Parliament occupying similar accommodation; and

(d) if not, the reasons for the same ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI M. ARUNACHALAM) : (a) to (d) Yes, Sir. The licence fee of all the 108 Type-VIII bungalows in the general pool including those in occupation of Members of Parliament, has been revised with effect from 1-7-1990 based on the range of living area of the bungalow. As per the Housing and Telephone Facilities (Members of Parliament) Amendment Rules, 1986, those Members of Parliament who are not entitled to Type-VIII bungalows, are also liable to pay, in addition to normal licence fee, non-entitlement charges at the rate of Rs. 500/- p.m. These rules are being followed by the Ministry and Members of Parliament who are in occupation of general pool accommodation are being billed accordingly. However, both the House Committees are charging only a frozen rent of Rs. 105/- p.m. from the Members of Parliament who are in occupation of the Rajya Sabha/Lok Sabha pool accommodation.

Rapid Transport System in Delhi

935. DR. YELAMANCHILI SIVAJI : Will the Minister of URBAN DEVELOPMENT be pleased to refer to the answer to Unstarred Question 709 given in the Rajya Sabha on 28th February, 1992 and state :

(a) by when the Rapid-Transport System in Delhi is likely to be introduced; and

(b) what are the details of the system proposed to be started ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI M. ARUNACHALAM) : (a) and (b) The feasibility study conducted by M/s. RITES has recommended the introduction of an integrated Multi-Modal MRTS covering a total distance of 184.5 Kms. It consists of underground metro of 27 Kms. 140 Kms. of surface rail and a dedicated busway of 17.5 Kms.

Since the cost of this project is very high and cannot be funded from budgetary sources, alternative sources of financing have to be laid up before an investment decision is taken. Hence it is premature to fix a date for completion of the project.